

REMARKS

This Amendment is in response to the Office Action dated November 2, 2007. Claims 1, 4, 6, 8, 11, 14, 15, 17, 19, 22, 25, 26, 27 and 28 were previously presented. Accordingly, claims 1, 3-6, 8, 10-12, 14, 15, 17 and 19-31 remain pending in the present application.

Applicant includes a Petition for Extension of Time to extend the deadline for filing a response by (3) three-months from February 2, 2007 to May 2, 2007.

Present Invention

The present invention recites a wireless application that provides airport travelers with critical airport information as well as consumer related information. The system is comprised of a land based wireless server that is connected to the respective airport's database via the Internet to provide flight and baggage information. In addition, the wireless service contains the respective vendors' products and services. The system is accessed via Internet enabled devices such as cell phones, personal digital assistance and/or pocket personal computers that have access to a wireless formatted website (<http://2900.ws>) via their respective Internet enabled device that is wirelessly connected via the public wireless carrier network (e.g. Verizon, Sprint and Cingular, etc.) at any location worldwide and any time.

Argument Regarding Claims

Regarding Claim 1:

The combination of Richton and McNicol et al's prior art reveal deficiencies in view of Claim 1 as follows:

The combination of Richton and McNicol teachings result in use of proprietary hardware (hand held computer/device) as depicted by McNicol (see McNicol; Fig1, item 40) as well as the use of the data distribution node (see McNicol; Fig1, item 30). Each data distribution node must be in close proximity of the proprietary hand held computer device in order to exchange information. Next, Richton's prior art discloses the use of a GPS (global positioning system) equipped wireless hand held device to utilize its location base server (see Richton; column 1, lines 43 -46).

The combination of Richton and McNicol et al's prior art results in a closed and private architecture and is deficient when all the combined elements are considered. Each prior art has specific hardware infrastructure requirements in order for users to benefit from its use. Users must surrender anonymity by registering their mobile unit's phone number and must select choices for services according to Richton's prior art disclosure (see Richton; column 16, lines 16-24; column 17, lines 31-33) as well as provide airline ticket information (see McNicol; column 7, lines 20-21, lines 27-32) where McNicol discloses ticket information and associated traveler information must be inputted into the flight database 70 before flight information is available to the traveler.

Whereas, the present invention utilizes an open architecture where users/ travelers may utilize any Internet enabled wireless communication devices to use the present invention without the deficiencies as cited. Further, as disclosed by Richton "its present invention is directed to wireless communication system that uses location or position information to forward specific information to travelers" (See Richton, column 1, lines 65-67; column 2, lines 1-4). This is a well known practice familiar to those ordinary skilled in the art known as "push" technology.

The present invention utilizes an opposite approach, a well known practice to those skilled in the art, known as "pull" technology. Travelers are given the opportunity to utilize a wireless Internet enabled communication device with the capability to select a plurality of airport related resources after the airport and the language are selected without all the necessary requirements as noted with Richton and McNicol et al's prior art disclosure.

In addition, the present invention has avoided the above references and is an improvement on both prior art [Richton and McNicol et al]. The present invention does not require the user/traveler register to the system as required by Richton, (See Richton, column 8, lines 3-15) or the use of a proprietary hand-held computer/device as required by McNicol. (See McNicol; column 5, lines 14-31, Fig. 6).The present invention eliminates the use of a location based server (see Richton; fig 2, item 221), and proprietary hand held computer devices (see McNicol; fig 6, item 40) as well as a GPS enabled wireless device (see Richton; fig2, item 201). The present invention utilizes an open architecture, using wireless Internet enabled communication device with

the capability to select a set of airport related resources after the airport and the language are selected.

Further, the present invention is an improvement over Richton and McNicol et al's prior art by eliminating the requirement of location server distribution database attached to a wireless switching center as well as a proprietary hand-held device which must be identified by a "closed" distribution network.

The present invention is an improvement over McNicol and Richton et al's, prior art by **eliminating** the plurality of distribution nodes and unique identifier (electronic signature) required for each proprietary hand-held computer devices in order to exchange data. (see McNicol; fig. 6)

With the distance constraints and unique identifier (electronic signature) removed, the present invention exemplifies an open and public system for distribution of airport information. Lastly, access to airport information outside the confines of an airport environment as taught by the present invention is now possible without the deficiencies noted.

The combination of McNicol and Richton et al prior art reveals deficiencies in respect to Claim1:

(a). Richton teaches a method of location based services. (See Richton, column 3, lines 42-62).

Whereas, the present invention is distinct and an improvement on Richton's prior art. The present invention does not register information about the users. Richton teaches storing user preferences by way of location base services process. The present invention does not require a registration process for travelers to use its system as its method of airline and airport information distribution is accessible to travelers-at-large.

(b). Both McNicol and Richton's prior teaches the use of a wireless hand-held devices/computer.

However, both prior art does not teach the use of Internet enabled wireless communication devices without the use of the accommodating proprietary hand held computer (see McNicol; fig. 4, item 4; column 9, lines 18 -23) and semi-proprietary hardware for communications (see Richton; fig. 2, item 221; column 1, lines 43 -46).

(c). Further, McNicol and Richton et al, references neither teach nor suggest the use of a land based web server to format data specifically, for wireless Internet enabled communication device concerning airport information. Lastly, McNicol and Richton et al, references neither teach nor suggest the use of multiple languages as taught by the present invention.

The prior art [McNicol] teaches the use of a data distribution network to distribute airport information in a closed and private environment. However, McNicol references neither teach nor suggest the utilization of a data distribution system wherein a wireless Internet enabled communication device is utilized to select an airport and select a language, and wherein the wireless Internet enabled communication device is utilized to select a set of airport related resources after the airport and the language are selected.

The present invention is an improvement over the prior art by providing travelers with an open and public distribution system as well as a method to access airport information through a selection process with wireless Internet enabled mobile devices.

Richton's prior art teaches the use of a location based server (see Richton; fig. 2, item 221) connected to a wireless switching center (WSC) 220 and together the system is capable of providing telecommunications service to wireless mobile unit 201, including location based services based location of the wireless mobile unit 201. However, Richton references neither teach nor suggest the utilization of a wireless Internet enabled communication device with the capability to select a set of airport related resources after the airport and the language are selected.

The applicant submits that the present invention is distinct and unique its novelty is reflected on its simplicity of implementation as well as the present invention's dedicated purpose of utilization of a wireless Internet enabled communication devices with the capability to select a set of airport related resources after the airport and the language are selected.

Regarding Claim 22:

The combination of Richton and McNicol et al's prior art reveal deficiencies in view of Claim 22 as follows:

(a) (See Richton; column 3, lines 42-62). Richton teaches a method of location based services. Whereas, the present invention is distinct and is an improvement on Richton's prior art. The present invention does not rely on registration process as disclosed by Richton. Richton teaches storing user preferences by way of a registration process. (See Richton; column 7, lines 66-67; column 8, lines 3-4).

In contrast to Richton's prior art, the present invention is distinct. Its method of airline and airport information distribution is accessible to travelers-at-large without registration and without the need for proprietary consumer hardware and/or a closed architecture as disclosed by McNicol et al.

(b) When Richton and McNicol's prior art are combined, users are bound to a method of using a proprietary wireless hand-held computer/device as well as being "locked in" to a closed system as both prior art discloses. To support the teachings of Richton's prior art, a GPS enabled mobile device is disclosed in order for users to gain access to Richton prior art's system (see Richton; column 9, lines 39 - 44). The requirement of a GPS enabled mobile device, as well as creating a profile by the user within Richton's prior art is the result. The user must surrender his or her anonymity by allowing Richton prior art's system to keep a record of each user's phone numbers and other users' profile information (see Richton; column 10, lines 49-53).

To support the teachings of McNicol's prior art, each consumer must be given a proprietary hand-held device (see McNicol; column 7, lines 64-67). In addition, the hand-held computer must be matched (authenticated) to a distribution node. This environment results in a closed architecture and is only available to those users who has been given the proprietary hand-held computer or as a member of a distribution retail channel.

(c) The prior art [McNicol] teaches the use of a closed and private data distribution network. To

access information, the proprietary hand-held computer devices must be uniquely identified and must be within physical range of the distribution nodes in order to exchange information. (see McNicol; fig 6; column 3, lines 1-4; column 5, lines 13-29)

The present invention has avoided the above references and is an improvement on both prior art of Richton and McNicol et al. The present invention uses non GPS enabled wireless phones and do not require user profiling as disclosed by Richton (see Richton; column 9, lines 39 – 44; column 10, lines 49-53). The present invention uses an open public wireless carrier network, utilization of non-proprietary wireless Internet enabled communication devices and the elimination of distribution nodes as compared to McNicol's prior art (see McNicol; fig 4, item 30; column 11, lines 42-43)

Further, the present invention is an improvement over Richton and McNicol et al's prior art by the utilization of an airport information distribution system wherein a wireless Internet enabled communication device is employed to select an airport and select a language by the user. Wherein, the wireless Internet enabled communication device is used to select a set of airport related resources after the airport and the language are selected.

McNicol and Richton references also neither teach nor suggest how data is to be formatted for wireless Internet mobile devices. Furthermore, McNicol and Richton et al references neither teach nor suggest the use of wireless Internet mobile devices. As each prior art requires distribution nodes publicly accessible within airports and the utilization of a location based server attached to a wireless switching center.

Lastly, neither Richton or McNicol's references teach nor suggest how the plurality of aircraft arrival, departure places and times as well as baggage sites are consolidated. Selected by the traveler as a set of airport related resources; using non-proprietary (sans GPS enabled wireless mobile unit or distribution node authentication matching process with proprietary hand held computers) wireless communication device after the airport and language are chosen as taught by the present invention operating within an open architecture.

Regarding Claim 26:

The combination of Richton and McNicol et al's prior art reveal deficiencies in view of Claim 26 as follows:

(a) Richton teaches the use of a location-based server (see Richton; fig. 2, item 221) and the use of a GPS (global positioning system) (see Richton; column 1, lines 43 -46) Where the premise of the prior art is dependent on GPS technology installed in wireless mobile units these two elements are central to Richton's prior art. Without the location-based server as well as a wireless GPS enabled mobile unit Richton's patent would be crippled.

(b) McNicol's prior art teaches the use of a distribution node (see McNicol; fig 4, item 30; column 11, lines 42-43) as well as a proprietary hand-held computer device (see McNicol; fig. 4, item 4; column 9, lines 18 -23). Both elements are central to McNicol's prior art. Without the distribution node and its proprietary hand-held computer McNicol's state of the art would be crippled.

The present invention as submitted does not require or include any of the above cited deficiencies and still provide critical airport and airport resources information.

The combination of Richton and McNicol et al's prior art, in order to distribute airport information now consist of:

- (a) Travelers must register individual airline ticket information as well as individual mobile phone numbers to use McNicol and Richton et al's prior art respectively.
- (b) A proprietary hand-held computer device with a combined GPS (global position system) embedded in its circuitry.
- (c) A location based server is connected to a wireless switching center in addition to distribution nodes hardware located physically at strategic areas inside an airport.
- (d) Menu navigation as disclosed by Richton (see Richton; column 8, lines 24-27) teaches menu selection. However, does not teach menu selection specific to airport related resources after the airport and the language as taught by the present invention.

Richton goes beyond the scope of the present invention with other location based menu selection choices containing: email, voicemail and traffic information inclusively.

Although airlines menu choice was disclosed by Richton (see Richton; column 8, lines 24-27), the menu choice is limited to airlines and not airport available resources specific.

In contrast, the present invention, teach menu selection of choosing an airport after choosing a language with an Internet enabled wireless mobile devices vs. Richton's GPS enabled wireless mobile units. The present invention menu choices includes but is not limited to local resource information and can be any combination of data on flights, baggage location, airport butler, shop finder, transportation system, lodging, directions, local events, local attractions, promotions, feedback, choice of airport and language.

McNicol's prior art teaches a Flight Data System (FDS). The Flight Data System discloses multiple embodiments containing: traveler, flight, and ticket as well as baggage information stored in multiple databases. The FDS is deficient when compared to the present invention as airline ticket information must be stored first before users are given flight information. In addition, proprietary hand held computers as well as the use of distribution nodes which must be located at airports makes McNicol's prior art cumbersome.

The present invention is an improvement over McNicol's prior art as each user may choose at free-will; airport, airlines and other airport resources whenever and wherever the traveler happens to be. This is possible without surrendering phone number information or ticket information as disclosed by Richton and McNicol et al respectively.

All of the above McNicol's state of the art information of data distribution network and method of use represent unique deficiencies. The present invention improves these deficiencies by:

- (a) The use of wireless Internet enabled communication devices without the need for distribution nodes as well as the distribution of proprietary hand-held devices for hotels and hotel guests.

- (b) McNicol's prior art method of Electronic Concierge System (see McNicol; column 7, lines 64-67) is improved as well and more efficient. Hotel guests anywhere may access airport, airlines and other local resource information and can be any combination of data on: flights, baggage location, airport butler, shop finder, transportation system, lodging, directions, local events, local attractions, promotions, feedback, choice of airport and language. All are available without the use of proprietary hand held computer and distribution nodes.
- (c) Eliminating the need to associate a traveler's purchased ticket with flight arrival and departure times as well as a baggage claim site. McNicol's disclosure of a Travel Agency Data Distribution System is improved and more efficient. This again is due to the elimination of distribution nodes and proprietary hand held computer use.
- (d) McNicol's prior art discloses an embodiment of notifications of delays via the use of tone generated notifications (see McNicol; column 7, lines 45-49). In contrast, the present invention is an improvement to this state of the art which teaches the use of text display notifications via short message system (SMS) providing an advantage of clarity with more information regarding the notifications.

The present invention improves on both Richton and McNicol et al's prior art deficiencies with implementation of an airport information distribution system for selecting a set of airport resources by an Internet enabled wireless communication device.

Wherein passengers are notified whether a flight is cancelled, delayed or boarding time, wherein the notification is provided via a short texts message system (SMS) without the need for allocation of proprietary hand-held devices to travelers and placement of distribution nodes in publicly accessible locations as disclosed by McNicol (see McNicol; fig. 4, item 4, item 30; column 9, lines 18 -23; column 11, lines 42-43).

Regarding Claim 27:

The combination of Richton and McNicol et al's prior art reveal deficiencies in view of Claim 27 as follows:

(a) Before airport, flight and baggage information is revealed McNicole et al's prior art embodies matching traveler's identity with tickets purchased (see McNicol; column 11, lines 22 - 36). Flight and baggage information are available only to those travelers willing to reveal their identities and have their identity kept in a database. In contrast, the present invention does not require the association of traveler identity with a specific purchased ticket to access information about flight and baggage information.

(b) McNicol references neither teach nor suggest how travelers may access the disclosed Flight Data System information with an Internet enabled wireless communication devices via the public wireless carrier data system by selecting a set of airport related resources by the wireless communication device after the airport and language are selected; and obtaining information related to the request by the wireless communication device, wherein a passenger can obtain information about different flights intermingled with advertising, wherein a loyalty program for the passenger is utilized between merchants as taught by the present invention.

(c) Although Richton discloses the use of a wireless telecommunications system. The method of delivery and the scope of the information being delivered are different than the present invention. The method of delivery known to those skilled in the art is known as push technology (see Richton; fig. 6 item 660; fig. 7, item 760). The present invention utilizes the opposite, which is of pull technology. The present invention delivers information beyond airport and airlines specific information. The present invention delivers the macroeconomic activity information within an airport. Including and not limited to information about: flights (terminals, gates, delayed or canceled) baggage location, airport butler, shop finder, transportation system, lodging, directions, local events, local attractions, promotions, feedback, choice of airport and language. The present invention provides all the above category of information using a standard Internet enabled mobile communication device.

(e) The deficiency discovered with Richton method, even when utilizing the wireless telecommunication system to dispense information, is the requirement of each traveler to register its individual mobile phone numbers and the inclination of the disclosures to specify mobile phones to contain GPS circuitry.(See Richton; column 9, lines 39 - 44) to support the teachings of Richton of a GPS enabled mobile device in order for a user to use its teachings. In addition, there are requirements of creating a profile by the user

within the system. The end result, whether positive or negative, is anonymity is no longer possible for the traveler. The system needs to track the user's whereabouts to "push" the designated information.

In contrast the present invention alleviates the aforementioned deficiency by utilizing an Internet enabled wireless mobile communication device in its method. There are no requirements for users to register their individual phone numbers. The present invention inherently uses "pull" technology. Users "pull" or selects from a menu, information needed within an airport whether to find a terminal/gate or order a slice of pizza.

Furhter, McNicol et al prior art discloses a consumer loyalty system where each of the distribution nodes (see McNicol; fig 4, item 30; column 11, lines 42-43) is installed in a publicly accessible location within or in proximity to the commercial locations. Likely locations include entrances and kiosk locations throughout a mall or shopping center. (See McNicol; column 5, lines 39-44).

The present invention differs from McNicol's prior art and is distinct. The present invention's loyalty program does not require the use of distribution nodes and proprietary hand-held computer devices. The use of the open public wireless carrier network in conjunction with non-proprietary wireless Internet enabled mobile communication device is used throughout the present invention.

In addition, Richton and McNicol et al's prior art respectively, neither teach nor suggest how a traveler may access entertainment or local tourist sites and activities of interest without the use of a location server, registering their individual mobile phone numbers as well as the requirement of distribution nodes at each hotel location. Last but not least, use of proprietary hand-held computer devices provided to each hotel guests by the hotel staff as embodied in McNicol's disclosed Electronic Concierge System. (See McNicol; column 7, lines 64-67).

The present invention improves on the prior art of accessing information by:

- (a) Eliminating the need for a distribution node at each hotel as well as elimination of the potential costs and burden of providing proprietary hand-held devices for each hotel

guests which McNicol's references disclose.

- (b) Using the confluence of Internet technologies (Internet enabled mobile devices) which the majority of travelers possess and the use of public wireless carrier company for their distribution capacity (e.g. Verizon, Sprint and T-Mobile) the present invention teaches limitless distance in information access to the traveler either in airports, at home or around the globe.
- (c) Eliminating the requirement for users to register their mobile phone numbers, creating a user profile as well as a GPS enabled mobile unit. (see Richton; column 10, lines 49-53)

Regarding Claim 28:

The combination of Richton and McNicol et al's prior art reveal deficiencies in view of Claim 28 as follows:

- (a) The prior art [McNicol] teaches the use of a closed and private data distribution network, containing distribution nodes by which data is delivered to each uniquely identified (authentication/electronic signature) plurality of proprietary hand-held devices binding the hand-held devices to the distribution nodes with distance limitations for data exchange. (see McNicol; column 9, lines 18 -23)

The data distribution as disclosed by McNicol are preferably installed in publicly accessible locations within an airport, thereby allowing the travelers to access the flight database⁷⁰ (See McNicol, fig 7; column 7, lines 32-34).

- (b) Further as disclosed by McNicol (see McNicol; column 11, lines 22 - 36) airport information is only available to travelers who has been manually placed within a traveler database with associated ticket and physically been given a hand-held computer. McNicol 's prior art creates a deficiency for the general who quickly wants to find information regarding a specific airport's resources and other support information.

The present invention does not require the association of traveler identity with a specific purchased ticket to access information about flight and baggage information. With the prior art's

system of matching traveler identity with tickets (see McNicol; column 7, lines 20-21, lines 27-32) purchased flight and baggage information are inherently limited only to travelers willing to have their identity kept in a database before airport, flight and baggage information is then revealed.

The present invention differs as disclosed where an airport information distribution system comprising the steps of: providing an airport information database containing flight information database (FID) and baggage information database (BID) within an airport based data center. The traveler has the options of: selecting an airport and a language via the Internet enabled wireless communication device; initiating a request for local resource information from a second land based airport information database by a wireless communication device; selecting a set of airport related resources by the wireless communication device after the airport and language are selected.

(c) The prior art of McNicol teaches an embodiment of an “advertising indicia printed or otherwise marked on the hand-held computer or generated by the display of the hand-held computer.” (See McNicol; column 6; lines 51-55). This is methods of advertising has its inherent deficiency.

The present invention differs where advertisers’ message are blended with critical airport information while travelers are obtaining information related to the request by their wireless communication device, wherein local transportation information is obtained by the passenger, wherein the modes of transportation are provided, as well as associated advertising. Further, wherein merchants are contacted by a single phone button press by travelers interested in either the service or products advertised

Richton and McNicol et al’s prior art references neither teach nor suggest how airport information is intermingled with advertising to support the macroeconomic activities at the airport. Specifically, the means of how airport information is received by the traveler without the need for distribution nodes and the required allotment of proprietary hand-held computer devices.

Whereas, the present invention discloses a method of distributing airport information comprising

of selecting an airport and a language via the wireless communication device; the traveler then select a set of airport related resources by the wireless communication device after the airport and language are selected; and obtaining information related to the request by the wireless communication device, wherein local transportation information is obtained by the passenger, wherein the modes of transportation are provided, as well as associated advertising.

The present invention is an improvement on both Richton and McNicol et al's prior art by the use of:

a). The public wireless carrier network system eliminating the need for distribution nodes. In addition, by eliminating the distribution nodes the distance limitations posed by the distribution nodes to communicate with proprietary hand-held devices is removed. (See McNicol; column 9, lines 18 -23) McNicol discloses hand-held computer to be delivered to the consumer. In addition there is a one-to-one relationship of accessing information which necessitates the use of a data distribution nodes physically installed at each airport or venue where McNicol's prior art is to be used.

b). Non-propriety Internet enabled hand-held devices, by eradicating the need to electronically match the proprietary hand-held devices with electronic signatures to the distribution nodes; the flow of information is open and pervasive. (See McNicol; column 9, lines 18 -23)

c). Use of non GPS enabled phones as disclosed by Richton's prior art the loss of the requirement for users to register their phone numbers in order to receive information. As well as the non requirement of location based servers attached to a wireless switching center.

The present invention is embodied in the use of an open public wireless carrier network utilizing non-proprietary wireless communication devices already in possession of travelers. The present invention boosts the economic and technical efficiency of airport as well as airport resource information distribution for the traveler.

Accordingly, independent claims 1, 22, 26, 27 and 28 are allowable over the cited references. In addition, claims 3-6, 8-12, 14, 15, 17, 19-21, 23-25 and 29-31 are also allowable

since they depend on allowable base claims. In view of the foregoing, it is submitted that the pending claims are allowable over the cited references and are in condition for allowance. Applicant respectfully requests reconsideration of the rejections and objections to the claims, as now presented.

Applicants' attorney believes this application in condition for allowance. Should any unresolved issues remain, Examiner is invited to call Applicants' attorney at the telephone number indicated below.

Respectfully submitted,
SAWYER LAW GROUP LLP

May 2, 2007

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